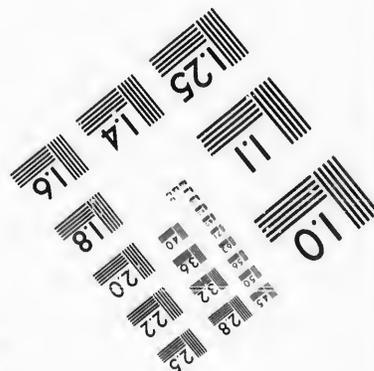
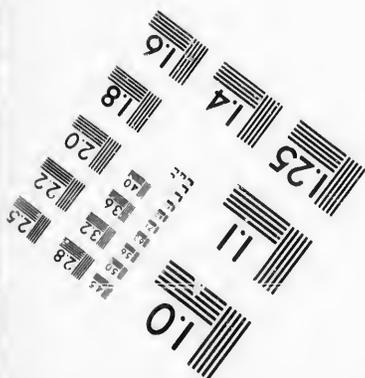
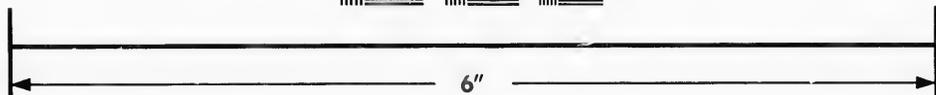
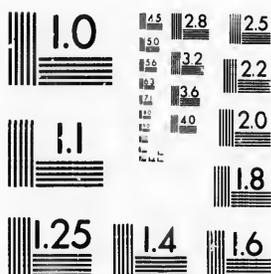


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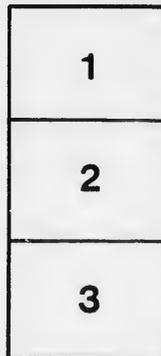
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CORRECTED TO APRIL 10TH, 1897



**Canadian**  
**Pacific**  
**Railway**

**Annotated**  
**Time Table**

... OF THE ...

**Great**  
**Transcontinental**  
**Route**

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CORRECTED TO APRIL 10TH, 1897.

# Canadian Pacific Railway

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## ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R. <sup>D. 284</sup>  
TRANSCONTINENTAL ROUTES <sub>5125</sub>

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The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year.

# Transcontinental Route

## WESTBOUND

### CONDENSED TIME TABLE

STATIONS	PACIFIC EXPRESS							
	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	6 25 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Montreal.....Lv	8 55 am	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Toronto & N. Falls. Lv	6 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv	6 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv	8 30 am	Sat	Mo	Tu	We	Th	Fri	Sat
Boston, via Montreal.....Lv	8 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Me., via Montreal.....Lv	3 30 pm	Sat	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N. S.....Lv	7 00 am	Sat	Mo	Tu	We	Th	Fri	Sat
St. John, N. B.....Lv	1 10 pm	Sat	Mo	Tu	We	Th	Fri	Sat
Quebec.....Lv	11 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St.....Lv	9 50 am	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....Lv	7 05 am	Mo	Tu	We	Th	Fri	Sat	Sun
Brockville.....Lv	5 45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa.....Lv	1 50 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction.....Lv	5 28 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke.....Lv	10 00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	10 00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Niagara Falls.....Lv	7 50 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto.....Lv	12 30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Ar	9 30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	10 15 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Sudbury Junc.....Lv	12 45 am	Tu	We	Th	Fri	Sat	Sun	Mo
Chapleau.....Lv	7 30 am	Tu	We	Th	Fri	Sat	Sun	Mo
Nepegon.....Lv	7 45 pm	Tu	We	Th	Fri	Sat	Sun	Mo
PORT ARTHUR.....Lv	10 15 pm	Tu	We	Th	Fri	Sat	Sun	Mo
PORT WILLIAM (East. Time).....Ar	10 30 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Toronto.....Lv	8 00 am	Sat	Mo	Tu	We	Th	Fri	Sat
Owen Sound.....Sun	9 10 pm	Sat	Mo	Tu	We	Th	Fri	Sat
SAINT SA MARIÉ.....Lv	7 00 am	Mo	We	Th	Fri	Sat	Sun	Mo
PORT ARTHUR.....only	8 00 am	Mo	We	Th	Fri	Sat	Sun	Mo
PORT WILLIAM (East Time).....Ar	8 00 am	Mo	We	Th	Fri	Sat	Sun	Mo
PORT WILLIAM (Cent. Time).....Ar	7 00 am	Mo	We	Th	Fri	Sat	Sun	Mo
PORT WILLIAM (Central Time).....Lv	22 00	Tu	We	Th	Fri	Sat	Sun	Mo
WINNIPEG.....Lv	15 35	We	Th	Fri	Sat	Sun	Mo	Tu
Portage la Prairie.....Lv	17 10	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon Mount. Time).....Lv	19 16	We	Th	Fri	Sat	Sun	Mo	Tu
Qu'Appelle.....Lv	21 20	We	Th	Fri	Sat	Sun	Mo	Tu
Regina.....Lv	6 10	Th	Fri	Sat	Sun	Mo	Tu	We
St. Paul.....Lv	7 35	Th	Fri	Sat	Sun	Mo	Tu	We
St. Paul Soo Line.....Lv	9 20 am	We	Th	Fri	Sat	Sun	Mo	Tu
Minneapolis.....Lv	10 45 am	We	Th	Fri	Sat	Sun	Mo	Tu
Moose Jaw.....Lv	9 55	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat.....Ar	10 30	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary.....Ar	2 17	Fri	Sat	Sun	Mo	Tu	We	Th
BANFF HOT SPRINGS.....Ar	6 02	Fri	Sat	Sun	Mo	Tu	We	Th
Field.....Ar	8 40	Fri	Sat	Sun	Mo	Tu	We	Th
GLACIER (Pacific Time).....Ar	13 40	Fri	Sat	Sun	Mo	Tu	We	Th
REVELSTOCK.....Ar	10 25	Fri	Sat	Sun	Mo	Tu	We	Th
NORTH BEND.....Ar	7 01	Sat	Sun	Mo	Tu	We	Th	Fri
MISSION JUNC.....Ar	10 59	Sat	Sun	Mo	Tu	We	Th	Fri
Abbotsford.....Lv	11 29	Sat	Sun	Mo	Tu	We	Th	Fri
HUNTINGDOCK JUNC.....Ar	11 43	Sat	Sun	Mo	Tu	We	Th	Fri
Sumas City.....Lv	12 10	Sat	Sun	Mo	Tu	We	Th	Fri
Southeast & Int. Ry.....Lv	15 23	Sat	Sun	Mo	Tu	We	Th	Fri
Seattle, Wash.....Ar	5 25 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.....Ar	7 55 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.....Lv	2 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore.....Ar	7 30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Sacramento, Cal., So. Pac. Co. Ar	6 59 pm	Tu	We	Th	Fri	Sat	Sun	Mo
SAN FRANCISCO, Cal., So. Pac. Rr. Ar	11 15 am	Tu	We	Th	Fri	Sat	Sun	Mo
MISSION JUNC.....Lv	11 09	Sat	Sun	Mo	Tu	We	Th	Fri
New Westminster.....Ar	12 48	Sat	Sun	Mo	Tu	We	Th	Fri
VANCOUVER.....Ar	13 00	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria, via Can. Pac. Nav. Co. Ar	19 15	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	8 00 pm	Apr. 1, 3, 11, 19, 21, 23; May 1, 3, 11, 13, 21, 23; June 3, 8, 15, 23, 28						
San Francisco via Pacific Coast S. S. Co. Ar	am	Apr. 7, 12, 17, 22, 27; May 2, 7, 12, 17, 22, 27; June 1, 6, 11, 16, 21, 26; July 1, 6, 11, 16, 21, 26, 31, 1897						
Victoria, B.C., Strmr. "Esosable".....Ar	8 20 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Port Townsend, Wash.....Ar	1 20 am	Sun	Mo	Tu	We	Th	Fri	Sat
Seattle, Wash.....Ar	5 00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Victoria, B.C., P.S. & A.S.S. Co. Lv	8 00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Port Townsend, Wash. P.S. & A.S.S. Co. Ar	11 00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Seattle, Wash. P.S. & A.S.S. Co. Ar	2 00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Wash. P.S. & A.S.S. Co. Ar	3 45 pm	Sun	Mo	Tu	We	Th	Fri	Sat

Columns headed "Days of Week" will show day of arrival at dest nation by following same column from starting point on the day journey is commenced. Sunday time is, a 1:25 p.m.

On Mondays connection for Victoria is via New Westminster.

Approximate time.

Waste water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William.

See page 73

FACO J.A. Was  
Seattle, Wash  
Port Townsend  
Victoria, B.C.  
San Francisco  
Seattle, Wash  
Port Townsend  
Victoria, B.C.  
Line.....  
Victoria, B.C.  
VANCOUVER  
New Westminster  
SAN FRANCISCO  
Sacramento,  
Portland, Ore.  
Tacoma, Wash  
Seattle, Wash  
Snohomish  
Sumas City  
HUNTINGDOCK  
Abbotsford  
MISSION JUNC  
MISSION JUNC  
NORTH BEND  
REVELSTOCK  
GLACIER  
Field (Mount)  
BANFF HOT SPRINGS  
Calgary  
Medicine Hat  
Moose Jaw  
Minneapolis,  
St. Paul  
Regina  
Qu'Appelle  
Brandon (Cent  
Portage la Prairie  
WINNIPEG  
PORT WILLIAM  
PORT ARTHUR  
SAINT SA MARIÉ  
Owen Sound  
Toronto  
PORT WILLIAM  
PORT ARTHUR  
Nepegon  
Chapleau  
Sudbury Junc  
North Bay  
North Bay for  
Toronto  
Niagara Falls  
North Bay  
Pembroke  
Carleton Junc  
Ottawa  
Brockville  
Prescott  
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Quebec  
St. John, N. B  
HALIFAX, N. B  
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Columns starting point  
On Mo  
time.  
Trains  
a.m. and 8.40  
While was  
William, 80

# Transcontinental Route

## EASTBOUND CONDENSED TIME TABLE

STATIONS		ATLANTIC EXPRESS																					
		TIME	DAYS OF WEEK.																				
		7:15 pm	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		9:30 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		12:30 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		3:30 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		10:00 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		1:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		5:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		9:00 am	Apr. 1, 6, 11, 16, 21, 26; May 1, 6, 11, 16, 21, 26, 31; June 5, 10, 15, 20, 25, 30; July 5, 10, 15, 20, 25, 1897.																				
		6:00 am	Apr. 1, 3, 14, 19, 24, 29; May 4, 9, 14, 19, 24, 29; June 3, 8, 13, 18, 23, 28; July 3, 8, 13, 18, 23, 28, 1897.																				
		1:00 pm	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		8:00 pm	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		14:00	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		14:10	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		7:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		11:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		1:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		6:56 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		9:00 am	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		10:51 am	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		14:53	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		15:07	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		15:20	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		15:46	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		15:56	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		20:00	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun		
		9:25	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo		
		12:20	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo		
		18:55	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo		
		21:50	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo		
		24:50	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo		
		7:10	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu		
		16:30	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu		
		6:00 pm	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		6:50 pm	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		18:40	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu		
		20:20	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu		
		6:35	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		9:25	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		11:50	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		12:40	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We		
		5:50	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		7:00 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		8:00 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		8:30 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		12:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		9:00 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		7:00 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		7:20 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		9:40 am	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		10:04 pm	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th		
		4:30 am	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		7:10 am	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		7:30 am	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		8:00 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		7:25 am	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		12:08 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		2:58 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		3:50 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		10:20 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		10:30 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		7:45 pm	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	
		6:50 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		1:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		10:10 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		8:25 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		8:02 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		6:30 am	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	
		10:45 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		8:00 am	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		8:45 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	
		10:00 pm	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	Mo	Tu	We	Th	Fri	Sat	Sun	

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

o On Mondays, connection for Vancouver is via New Westminster. / Flag Station. y Approximate time.

\* Trains leave Owen Sound for Toronto at 5:40 a.m. and 3:40 p.m., week days, arriving Toronto at 10:35 a.m. and 8:40 p.m.

While water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William. See page 63

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Miles  
from  
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172

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Quebe

# Canadian Pacific Railway

## ANNOTATED TIME TABLE

### QUEBEC and MONTREAL: 172 Miles

#### Eastern Division

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Miles from Mont <sup>l</sup>	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco <sup>v</sup> r
172	LEAVE 11.40 P.M.	<p><b>Quebec</b>—Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec &amp; Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.</p>	ARRIVE 2.15 P.M. WEEK DAYS	3053
	WEEK DAYS.		EASTERN STANDARD TIME	Places of Interest

† Additional trains leave Quebec for Montreal at 9.00 a.m. and 11.00 p.m. (week days only), arriving Montreal at 3.35 p.m. and 6.30 a.m. Sunday train leaves Quebec at 1.25 p.m., arriving Montreal at 7.55 p.m.



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g Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc v r
	LEAVE		LEAVE	
		ing districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where Lake St. Peter is seen, are the ST. LEON (Saline) SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.	Lake St. Peter	
48	P.M. 5.23	<b>Joliette Junc.</b>	A.M. 10.25	2020
43		<b>La Valtrie</b>		2024
39		<b>Vaucluse</b>		2020
35	5.45	<b>L'Epiphanie</b>	10 06	2016
26		<b>St. Henri</b>		2007
23	6.05	<b>Terrebonne</b>	9.48	2004
17	6.15	<b>St. Vincent de Paul</b>	9.40	2808
12	6.30	<b>St. Martin Junc.</b>	9.33	2804
10	6.35	<b>Sault aux Re-collets</b>	9.25	2806
5	6.44	<b>Mile-End</b>	9.16	2901
1	6.53	<b>Hochelaga</b>		2905
	WEEK DAYS	the neighboring cities, and in rail way bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.	WEEK DAYS	
0	ARRIVE 7.00 P.M.	<b>Montreal</b> —Dalhousie Square Station.	A.M. 9.00 LEAVE	2906

|| Refreshment Stations.

f Flag Station.

† Additic al trains leave Montreal for Quebec at 3.30 p.m. daily, Sundays included, arriving Quebec at 10.00 p.m.; and at 11.00 p.m. every week day, arriving Quebec at 6.30 a.m. the following morning.

# Short Line

**HALIFAX AND MONTREAL: 756 Miles**

**Atlantic Division**

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	A.M. 7.00 Leave daily except Sundays	<b>Halifax</b> —Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.	P.M. 10.10 Arrive daily except Sundays  Communication by str. with West Indies, etc.	3638
9	7.20	<b>Bedford</b>	9.50	3657
14	7.29	<b>Windsor Junc.</b>	9.10	3652
36		<b>Milford</b>		3630
49	8.13	<b>Shubenacadie</b>	8.51	3628
		tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in older days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .		
62	8.55	<b>Truro</b> —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled front	8.05	3604

/ Flag Station. Dining Car between Truro and Brownville Junc.

78  
108  
121  
138  
148  
170

18

Miles

West-bound  
Miles from  
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8.05 3604

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van c v r
	LEAVE	and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail.	LEAVE	
	Trout and salmon fishing		Moose, cariboo & grouse shooting	
	A. M.	<b>Londonderry</b>	The Acadian	7.32 3587
79	9.28	<b>Oxford Junction</b>	Iron Works are three miles from	6.33 3558
108	10.25	<b>Spring Hill Junc.</b>	<i>Londonderry</i> , a	6.10 3545
121	10.55	<b>Amherst</b>	branch line extending to them.	5.31 3528
138	11.22	<b>Sackville</b>	<i>Oxford</i> has extensive factories,	5.12 3518
148	11.49	<b>Painsec Junction</b>	a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) connecting the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.	4.15 3487
179	12.45		Minas Basin	
	Fish- ing and shoot- ing.			
	P. M.	<b>Moncton</b> —Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which is a cotton factory. An interesting feature of the river is		4.00 3480
183	1.05			
	Head quarters of Inter- colonial Ry.			

! Refreshment Station.

/ Flag Station

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.	High tide	
199	P. M. 1.31	<b>Salisbury</b>	3.30	3467
209	f 1.48	<b>Petitcodiac</b>	3.12	3457
232	2.31	<b>Sussex</b>	2.31	3434
253	f 3.14	<b>Hampton</b>	1.50	3413
	P. M.	attractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.	P. M.	
	Pictur- esque scen'ry		Hills and helg'ts	
275	P. M. 4.10	<b>St. John, N.B.</b> —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply Mon., Wed., Fri., Sat. between St. John and Digby, where connection is made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	1.10 P. M.	3391
	Stately build- ings			
	Bay of Fundy		St. John River	
			Alter- nate route to Hal- fax.	

‡ Refreshment Station.

f Flag Station

Miles from Halifax	West bound Train	Miles from Vancouver
277	4.	
289	v 4.	
299	v 4.	
312	v 5.	
319	5.	
	P.	
340	v 6.	
359	6.	
	St. dre Se si Re	
365	7.	
377	e 7.	
381	e 7.	
386	e 7.	
391	e 8.	
400	e 8.	
412	e 8.	
421	8.	
428		
442	f 9.	
457	f 9.	
463	10.	
481	f 11.	
	P.	
	1 On	
	f Fl on passen marked f east of V from wes Thre	

Station	Miles from Halifax	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Mile. from Vanc'y
LEAVE			LEAVE			P.M.
		277	4.20	<b>Fairville</b>		12.50 3389
		289	v 4.39	<b>Westfield Beach</b>		12w28 3377
		299	v 4.55	<b>Welsford</b>		12w10 3367
30 3407		312	v 5.18	<b>Hoyt</b>		11w44 3354
12 3457		319	5.35	<b>Fredericton Junc.</b>		11.30 3347
31 3434			P.M.	made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.		A.M.
50 3413						
		340	v 6.17	<b>Harvey</b>		10w49 3326
		359	6.55	<b>McAdam Junc.</b>		10.15 3307
Hills and 'g'ts				At <i>McAdam Junction</i> connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.		
10 3391		365	7.15	<b>Vanceboro</b>		A.M. 9.55 3301
M.				The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.		St. Croix River
		377	x 7.35	<b>Tomah</b>		y 9.26 3289
		381	x 7.42	<b>Forest</b>		y 9.20 3285
		386	x 7.49	<b>Eaton</b>		y 9.13 3280
		391	x 8.01	<b>Danforth</b>		y 9.04 3275
		400	x 8.15	<b>Bancroft</b>		y 8.46 3266
		412	x 8.36	<b>Kingman</b>		y 8.25 3254
				sportsman. The villages are all new and progressive.		
		421	8.55	<b>Mattawamkeag</b>		8.10 3245
		428		<b>Chester</b>		3238
		442	f 9.35	<b>Seboois</b>		f 7.25 3224
		457	f 9.57	<b>Lake View</b>		f 7.63 3209
St. John Ver		463	10.25	<b>Brownville Junc.</b>		6.45 3208
		481	f 11.05	<b>Onawa</b>		f 5.57 3185
			P.M.	lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.		A.M.
						Good fishing and hunting

f Flag Station. # Refreshment Station. v Stops at Stations so marked to take on passengers for points west of Mattawamkeag only. w Stops at Stations so marked for passengers for St. John only. x Will stop to leave passengers from east of Vanceboro, or take for west of Mattawamkeag. y Stops to leave passengers from west of Mattawamkeag, or take for east of Vanceboro.

Through Sleeping Cars run between Montreal and Halifax in both directions



East-bound Train	Miles from Vancouver	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE	road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing.	ARRIVE	
A. M.						
5.20	3160					
f4.54	3150					
No	3151					
Stop	3142					
3.54	3129					
f3.30	3116					
3.04	3105					
			Magog and St. Francis rivers		Falls of the Magog	
		656	A. M.	<b>Rock Forest</b>		P. M. 3010
		667	6.15	<b>Magog</b>		10.48 2998
		678		<b>Eastman</b>	f10.23	2987
		681		<b>South Stukely</b>		2984
Summer from Green-ville to Mount Kineo.		686	6.50	<b>Foster</b>	10.07	2979
		689		<b>Fulford</b>		2976
				and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sntton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed.		
			Owl's Head			
A. M.						
2.15	3101					
	3085					
	3077					
	3071					
1.13	3061					
	3055	695	A. M.	<b>West Shefford</b>		2907
	3047	703	7.24	<b>Brigham Junc.</b>	9.30	2956
	3038	712	7.40	<b>Farnham</b>	9.20	2950
A. M.		716		<b>Stc. Brigide</b>		2946
		721		<b>Iberville Junc.</b>	8.47	2938
		725	f8.01	<b>Iberville</b>	f8.46	2937
Lake Megan tic		726	8.06	<b>St. Johns</b>	8.45	2936
		730		<b>L'Acadie</b>		2032
		737		<b>St. Phillippe</b>		2925
		742		<b>St. Constant</b>		2920
		747		<b>Caughnawaga</b>		2916
		749		<b>Highlands</b>		2914
		751	8.53	<b>Montreal Junc.</b>	7.57	2311
		751	* 9.00	<b>Westmount</b>	* 7.50	2908
No	3033	756	9.05	<b>Montreal, Windsor St.</b>	7.45	2906
Stop	3031			and Sorel. <i>Caughnawaga</i> is an Indian village on the south shore of	P. M.	
	3027					
11.35	3020		A. M.			
11.23	3018					
P. M.						

\* Flag Station. † Refreshment Stations. \* Stops at Westmount to take on and let off passengers for or from Sherbrooke and beyond only. Dining Car from Brownville Junc. to Truro.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	<p>the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i>—thence on to <i>Montreal Junction</i>, from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.</p>	ARRIVE	
	<p>Arrives Daily except Mondays</p> <p>Lach's Rapid.</p>		<p>Leaves Daily except Saturdays</p> <p>Wind's St. Stn</p>	

# Route

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# Routes to and from Montreal.

From **New York to Montreal** a choice of several routes is offered.

**ROUTE I.**—The New York Central Route is up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive Summer Resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above. New York is left at 8.30 a.m. week days, 6.00 p.m. daily, Sundays included, and Montreal is reached at 9.10 p.m. and 8.35 a.m.

**ROUTE II.**—Is via N. Y. C. Rd. to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station. New York is left at 9.30 a.m. week days, 7.00 p.m. daily, Sundays included, and Montreal reached at 10.15 p.m., and 7.40 the following morning.

**ROUTE III.**—Same as Route II. to Troy, thence Delaware & Hudson R. R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket. New York is left at 9.30 a.m. week days, 7.00 p.m. daily, Sundays included, and Montreal reached at 8.50 p.m. and 7.30 a.m.

From **Montreal to New York**, New York Central trains leave Windsor Street Station at 8.20 a.m. week days, and 4.45 p.m. daily, Sundays included, arriving here at 10.00 p.m. and 7.30 a.m. Via the D. & H. Rd., trains leave Bonaventure Station 9.10 a.m. week days, 7.00 p.m. daily, Sundays included. Via Central Vermont at 9.00 a.m. week days and 7.10 p.m. daily, Sundays included.

From **Boston to Montreal** through Canadian Pacific trains leave from the Lowell Depot at 9 a.m. week days only, and 8.00 p.m. daily, Sundays included, arriving at Montreal at 8.35 p.m. and 7.50 a.m., respectively. The route traverses the most interesting part of New England, past the White Mountains the rich valleys of northern Vermont, along Lake Memphremagog and the Green Mts.—From **Montreal to Boston** Canadian Pacific trains leave Windsor Street Station at 9 a.m., week days only, and 8.20 p.m. daily, Sundays included. Through Sleeping and Parlor Cars.

From **Portland, Me., to Montreal**. The Maine Central trains leave Portland at 8.45 a.m. and 3.30 p.m., week days only, entering the White Mountains at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's and Lunenburg, and across New Hampshire to St. Johnsbury, Vt., where they connect with the trains from Boston.—From **Montreal to Portland** Canadian Pacific trains leave at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through Sleeping and Parlor Cars during summer months.

Trains from **Boston** and **Portland** cross the St. Lawrence by the magnificent steel bridge of the Canadian Pacific Railway just above Montreal, and stop at Windsor Street Station, from which Transcontinental trains depart.

From **Niagara Falls, Toronto** and **The Thousand Islands**, steamers descend the St. Lawrence River, during the summer months, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence. Steamers leave Toronto daily, except Sundays. The traveller may, if he desires, cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route at North Bay. Niagara Falls may be reached by several railroads from Boston or New York.

Time of Foreign Railway and Steamship Lines is given as information only; it is not guaranteed, and is subject to change without notice.

East-bound Train	Miles from Vancouver
ARRIVE	
Leaves Daily except Saturdays	
Wind's St. Stn	

# Transcontinental Rail Route

## MONTREAL and VANCOUVER: 2906 Miles

### Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Trains	Miles from Vancouver	
0	A. M. 9.50	<p><b>Montreal</b>—(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1700. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sanlt Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis depart from Windsor Street Station.</p>	P. M. 7.15	2906	
	LEAVE		ARRIVE	To New York 385; to Boston 392.	
	Daily, except Sunday		Daily except Sunday		
	EASTERN TIME (East of Fort William)		Five days and 6 hours from Vancouver		
			Railway connections		
5	10.02		<p><b>Montreal Junc.</b>—This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fame-</p>	7.35	2901

\* Refreshment Station.  
Additional trains run between Montreal, Ottawa and Upper Ottawa Valley.  
See current time tables.

Miles from Montreal  
West-bound Train  
10  
12  
17  
20  
27  
32  
37  
44  
49  
57  
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# Route

R :

: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		use being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.		
	A.M. 10.15	<b>Outremont Junc.</b> —A rising suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	P.M. 7.22	
10		<b>Sault aux Recollets</b> —Rapids of a branch of the Ottawa.		2896
12	10.31	<b>St. Martin Junction</b> —Divergence of line to Quebec.	7.06	2894
17		<b>St. Rose</b>		2889
20	No	<b>St. Therese</b>	6.53	2886
27	Stop	<b>St. Augustin</b>		2879
32		<b>St. Scholastique</b>	6.31	2874
37	11.20	<b>St. Hermas</b>		2869
44	No	<b>Lachute</b>		2862
49	Stop	<b>St. Philippe West</b>	6.05	2857
57		<b>Grenville</b>		2849
		the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>St. Therese</i> three branch lines diverge to ST. LIN, ST. JEROME, STE. AGATHE, ST. JOVITE, LABELLE and ST. EUSTACHE.		
	NOON 11.59	<b>Calumet</b>	P.M. 5.44	2847
59		<b>Pointe au Chene</b>		2841
65		<b>Montebello</b>		2832
74		<b>Papineauville</b>		2827
79		<b>North Nation Mills</b>		2822
84		<b>Thurso</b>		2816
90	No	<b>Rockland</b>	Stop	2812
94	Stop	<b>Buckingham</b>		2806
100		<b>L'Ange Gardien</b>		2802
104		<b>East Templeton</b>		2797
109		<b>Gatineau</b>		2792
114		<b>Hull</b>		2788
118		frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses,		
	Mines		Phosphate mines	

East-bound Train  
Miles from Vancouver  
P.M. 7.15  
ARRIVE  
2906  
To New York 385;  
to Boston 352.

Daily except Sunday  
Five days and 6 hours from Vancouver

Railway connections

7.35 2901

Ottawa Valley.

Refreshment Stations.

Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE		by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull (pop. 10,000) an electric railway runs north of the Ottawa to AYLMER, from which the Pontiac Pacific Junction Ry. is extended seventy miles. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	LEAVE	
	A 7 1/2 m'r Br'ch				
120	Ar 1.40 Lv 1.50 P.M.	<b>Ottawa</b> —Pop. 50,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to Prescott, on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.		P. M. Lv 4.00 Ar 3.50	2786
	Capital of the Dominion			Lumber making	
122		<b>Skead's</b>	Leaving Ottawa		2784
124	f 2.00	<b>Britannia</b>	the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.	No Stop	2782
128		<b>Bell's Corners</b>			2778
134	f 2.22	<b>Stittville</b>			2772
144		<b>Ashton</b>			2763
148	2.53	<b>Carleton Place (Junction)</b> —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At <i>Carleton Place</i> are large saw-mills, railway and other workshops.		2.58	2758
155	3.09	<b>Almonte</b>	Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and	2.38	2751
158		<b>Snedden</b>			2748
163	3.31	<b>Pakenham</b>		2.17	1743
171	3.46	<b>Arnrior</b>		2.00	2735
173	f 3.52	<b>Braeside</b>		f 1.51	2732
177	3.58	<b>Sand Point</b>		1.46	2729
183		<b>Castleford</b>			2723

Refreshment Stations.

f Flag Station.

Miles from Montreal	West-bound Train
186	LEAVE
189	P. M.
198	f 4.
205	f 4.
211	P. M.
214	
219	
224	5
229	f 5
234	f 5
241	f 5
246	6
251	h 6
255	f 6
262	f 6
270	f 6
274	f 6
284	f 6
297	f 6
307	f 6
318	
324	
330	f
337	
344	
348	f

f Refreshment Station.



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc v r
358	LEAVE f 9.17	<b>Thorncliff</b>	most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiscamingue, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiscamingue and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made. (See p. 65.)	LEAVE f 7.37	2548
	Game			V. Uley of C. P. R. Mattawa	
	Grand Trunk Ry.				
364	10.15	<b>North Bay</b> —Pop. 3,000. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops		7.25	2542
	Lake Nipissing			A. M.	
	P. M.			Change cars for Trnto	
374	f 10.34	<b>Beauceage</b>	etc., and there are	f 6.51	2253
378	f 10.42	<b>Meadowside</b>	very good hotels.	f 6.42	2528
387	f 11.00	<b>Sturgeon Falls</b>	From North Bay to	f 6.25	2519
390	f 11.05	<b>Cache Bay</b>	<i>Heron Bay</i> , on Lake Superior,	f 6.20	2516
397	f 11.19	<b>Verner</b>	the line traverses	f 6.06	2509
406	f 11.35	<b>Warren</b>	a comparatively wild region,	f 5.50	2500
412		<b>Hagar</b>	where forests,		2494
419	f 11.56	<b>Markstay</b>	meadows, lakes	f 5.26	2487
427		<b>Stinsons</b>	and rocky ridges		2479
431	f 12.20	<b>Wahnapiatae</b>	alternate. The scenery is striking	f 5.02	2475
436	A. M.	<b>Romford</b>	and in places	A. M.	2470

‡ Refreshment Station

f Flag Station











TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
1424	Ar 15.35 Lv 17.10	<p>large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.</p> <p><b>Winnipeg</b>—Alt. 700 ft. Pop. 40,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and in the city is the chief land office of the Dominion Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to SOURIS and NAPINKA in Southern Manitoba, 150 and 221 miles distant respectively, and there connect with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of SELKIRK and the other to STONY MOUNTAIN and STONEWALL. The Hudson's Bay</p>	Lv 12.40 Ar 11.30	1482	1431	17.5
	Daily		Daily		1438	17.4
	C. P. R. Land Office		Visit C. P. R. Land Offices		1446	18.0
	Railway connections		THIRD DAY		1453	18.1
	LEAVE WINNIPEG P.M. 17.10				1459	18.2
					1464	18.4
					1473	18.5
					1480	19.1
					1487	19.
					1495	19.
					1501	20.
					1500	20.
					1517	20.
					1522	21.
					1530	21.
					1538	21.
					1546	22.
					1551	22.
					ARRIVE AT WINNIPEG 11.30	
					1557	Ar Lv

Refreshment Station

Flag Station.

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE	Railway also begins here, and is completed to Shoal Lake, 40 miles northwest, but is not operated. Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from Rosser as far as Poplar Point, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Long Lake is passed after leaving Reburn		LEAVE
		1431	f17.30	<b>Bergen</b>	f11.11	1475
		1436	17.47	<b>Rosser</b>	10.55	1467
		1446	f18.00	<b>Meadows</b>	f10.40	1460
		1453	18.15	<b>Marquette</b>	10.24	1453
		1459	18.28	<b>Reburn</b>	10.11	1447
		1464	18.40	<b>Poplar Point</b>	10.00	1442
		1473	18.57	<b>High Bluff</b>	9.42	1433
Lv 12.40 Ar 11.30	1482			<b>Portage la Prairie</b> —Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Manitoba & Northwestern Ry. extends from here 223 miles northwest, towards Prince Albert, the Dauphin railway branching off at Gladstone through the newly-opened Lake Dauphin district.	9.25	1426
			M. & N W. Ry		M. & N. W. Ry.	
		1487	19.35	<b>Burnside</b>	9.05	1416
		1495	19.54	<b>Bagot</b>	8.47	1411
		1501	20.08	<b>McGregor</b>	8.35	1405
		1509	20.25	<b>Austin</b>	8.19	1397
		1517	20.52	<b>Sidney</b>	8.02	1389
		1522	/21.05	<b>Melbourne</b>	7.50	1384
		1530	21.23	<b>Carberry</b>	f7.55	1376
		1538	21.44	<b>Sewell</b>	7.16	1368
		1546	22.01	<b>Douglas</b>	7.02	1360
		1551	22.15	<b>Chater</b>	6.50	1355
				bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (pop. 1200), an important grain market. From Sewell it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From Chater, the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Ha niota</i> , a distance of 51 miles. Four miles beyond Chater the Assiniboine is crossed by an iron bridge and Brandon is soon reached.	CEN- TRAL TIME (Brundon to Port Arthur	
			The Assiniboine			
		1557	Ar 22.30 Lv 21.50	<b>Brandon</b> —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain	Lv 6.35 Ar 5.15	1340

Daily

Visit C.P.R. Land Offices

THIRD DAY

ARRIVE AT WINNIPEG 11.30

/ Flag Station.

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE	market in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. The Pipestone Branch line runs from here to Reston about 63 miles south. At Menteith Jet, it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the newly opened Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain" —	LEAVE			
	MOUNTAIN TIME (Brandon to Donald)		A great wheat market		1748	6.10
1565	22.13	<b>Kemnay</b>	4.50	1341		
1573	22.35	<b>Alexander</b>	4.28	1333		
1581	22.58	<b>Griswold</b>	4.02	1325		
1589	23.18	<b>Oak Lake</b>	3.40	1317		
1597	f23.40	<b>Routledge</b>	f3.15	1309		
1604	24.00	<b>Virden</b>	2.55	1302		
1612	24.22	<b>Hargrave</b>	2.30	1294		
1621	24.45	<b>Elkhorn</b>	2.05	1285	1756	f6.3
1635	1.25	<b>Fleming</b>	1.25	1271	1765	6.5
1643	1.48	<b>Moosomin</b>	1.02	1256		
1650	f2.06	<b>Red Jacket</b>	f24.42	1247	1772	f7.1
1659	2.27	<b>Wapella</b>	24.20	1239		
1667	f2.45	<b>Burrows</b>	f24.00	1230		
1673	3.00	<b>Whitewood</b>	23.45	1223		
1680	f3.17	<b>Perceval</b>	f23.28	1226		
	Moose M'n	<i>Virden</i> is the market town of a particularly attractive district but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	Approaching Manitoba		1781	7.5
1688	3.45	<b>Broadview</b> —Alt. 1,950 ft. Pop. 700. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	23.10	1218		
1696	f4.05	<b>Oakshela</b>	f22.37	1210		
1704	4.22	<b>Grenfell</b>	22.15	1202		
1711	f4.40	<b>Summerberry</b>	f21.55	1195		
1719	4.57	<b>Wolseley</b>	21.35	1187		
1728	5.18	<b>Sintaluta</b>	21.12	1178		
1738	5.43	<b>Indian Head</b>	20.45	1168		
		Westward the line follows a gradually rising prairie. <i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Gov-				

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East-bound Train		Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE				LEAVE	ernment farm is situated on the north side of the railway, and on the opposite side extensive views over the Canadian Alliance farm and the Sunbeam farm, these being portions of Lord Brassey's colony, are obtained. The celebrated Bell farm lies on the north side of the railway, and commences soon after leaving Indian Head station. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.		LEAVE	
A great wheat market				Large Wheat Farms			Large Wheat Farms	
	4.50	1341	1748	6.10	<b>Qu'Appelle</b> —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.		20.20	1158
	4.28	1333		Fort Qu'Appelle			Qu'Appelle Valley	
	4.02	1325						
	3.40	1317						
	f3.15	1309						
	2.55	1302						
	2.30	1294						
	2.05	1285	1756	f6.35	<b>McLean</b>		f19.56	1150
	1.25	1271		6.57	<b>Balgonie</b>		19.30	1141
	1.02	1263						
	f24.42	1256		f7.14	<b>Pilot Butte</b>		f19.07	1134
	24.20	1247			At <i>McLean</i> (which stands 200 feet higher than <i>Qu'Appelle</i> and 375 feet higher than <i>Regina</i> ) the great <i>Regina</i> plain is entered. This plain extends westward as far as the <i>Dirt Hills</i> , the northward extension of the great <i>Missouri Coteau</i> , and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the <i>Canadian Land and Ranche Company</i> , a farm chiefly devoted to grain growing. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.			
	f24.00	1239						
	23.45	1233						
	f23.28	1226						
Approaching Manitoba				THIRD DAY			The <i>Regina</i> plain	
			1781	7.35	<b>Regina</b> —Alt. 1,875 ft. Pop. 2,200. The capital of the North-West Territories and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the <i>Saskatchewan</i> at <i>Saskatoon</i> , and continues up to <i>Prince Albert</i> on the <i>North Saskatchewan</i> a short distance above the junction of the two branches. This line opens up a new and fertile territory, known as the <i>park country</i> , and although only recently opened, already large numbers of settlers are flocking in. The Executive Council of the Northwest Terri-		18.40	1125
	23.10	1218		Capital of N.W. Terr's			Capital of N.W. Terr's	
	f22.37	1210						
	22.15	1202						
	f21.55	1195						
	21.35	1187						
	21.12	1178						
	20.45	1168						
/ Flag Station				/ Flag Station				

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			LEAVE
	M't'd Police	<p>tories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 800 men, who are stationed at intervals</p>				The Buffalo plains
1791	f 8.00	<b>Grand Coulee</b>	f 18.18	1115		Game & wild fowl
1798	8.20	<b>Pense</b>	18.00	1108		Canadian Agr'g Co's Farm
1806	f 8.40	<b>Belle Plaine</b>	f 17.42	1100		
1814	9.06	<b>Pasqua</b>	17.18	1092		
		<p>From Pasqua a branch line extends south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.</p>			1925	14.1
1822	Ar 9.25 Lv 9.55	<b>Moose Jaw</b> —Alt. 1,725 ft. Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.	Lv 17.00 Ar 16.30	1084		
					1944	f 14.
					1953	f 14.
					1963	f 15.
					1970	15.
					1979	f 15.
					→ 1989	f 16.
1830	f 10.11	<b>Boharm</b>	f 16.15	1076	2000	f 16.
1830	f 10.27	<b>Caron</b>	f 16.00	1067	2010	f 16.
1846	f 10.45	<b>Mortlach</b>	f 15.43	1060	2021	17.
1857	11.05	<b>Parkbeg</b>	15.25	1049	2030	f 17
1867	f 11.33	<b>Secretan</b>	f 15.02	1039		P.
1876	11.53	<b>Chaplin</b>	14.42	1030		
1885	f 12.14	<b>Ernfold</b>	f 14.20	1021		
1896	f 12.36	<b>Morse</b>	f 13.56	1010		
1905	f 12.55	<b>Herbert</b>	f 13.36	1001		
1913	13.15	<b>Rush Lake</b>	13.15	993		
1921	f 13.32	<b>Waldeck</b>	f 12.58	985		
1929	f 13.52	<b>Aikins</b>	f 12.41	977		
		<p>of these lakes is reached at <i>Chaplin</i>. The country is treeless from the east-</p>				

‡ Refreshment Station

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		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE		LEAVE			LEAVE		
			P. M.	are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg.	A. M.		
		2002	f20.18	<b>Stair</b>	Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains.	f6.32 814	
		2000	f20.35	<b>Bowell</b>	At <i>Stair</i> the Railway crosses the first of the Canadian Land and Rancho Company's farms west of the Saskatchewan. There is a strong upgrade to <i>Bowell</i> ,	f6.18 817	
		2111	f20.57	<b>Suffield</b>	then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at	f5.53 795	
		2119	f21.14	<b>Langevin</b>		f5.37 787	
		2128	f21.32	<b>Kininvie</b>		f5.20 788	
		2157	21.53	<b>Tilley</b>		5.63 769	
		2148	f22.10	<b>Bantry</b>		f4.43 758	
		2157	f22.28	<b>Cassils</b>		f4.25 749	
		2165	f22.41	<b>Southesk</b>		f4.12 741	
		2174	22.57	<b>Lathom</b>		3.55 732	
		2182	f23.12	<b>Bassano</b>		f3.42 724	
		2190	23.30	<b>Crowfoot</b>		3.25 716	
		2201	f23.52	<b>Cluny</b>		f3.05 705	
			MIDN'T				
		2209	24.20	<b>Gleichen</b>		A. M. 2.50 697	
		2218	f24.44	<b>Namaka</b>		f2.16 688	
		2225	f24.52	<b>Strathmore</b>		f2.08 681	
		2233	f1.10	<b>Creadle</b>		f1.51 673	
		2244	1.32	<b>Langdon</b>		1.32 662	
		2254	f1.55	<b>Shepard</b>		f1.11 652	
			A. M.	<i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assinibona and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Rancho Company. The Company has 800 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000-acre farm of the Canadian Land and Rancho Company, devoted to both grain and cattle raising, and a few miles beyond <i>Shepard</i>			
			First sight of the Rockies		Nat'l Gas	Last glimpses of the Rockies	
			Coal Mines				
		7.10	822				
		A. M.					

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		the river is crossed by an iron bridge and the foot-hills are reached.	LEAVE			LEAVE
2264	2.22	<b>Calgary</b> —Alt. 3,388 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan and south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.		24.50	642		
	Calgary's advantages			Importance of Calgary			Kananaskis Falls
	A. M.						Edmonton to the Rockies
2273	f2.47	<b>Keith</b> —Alt. 3,525 ft.	By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches	f24.20	633		
2287	3.24	<b>Cochrane</b> —Alt. 3,700 feet		23.50	619		
2290	f3.31	<b>Mitford</b>		f23.43	616		
2297	f3.51	<b>Radnor</b> —Alt. 3,800 feet		f23.25	609		
2306	4.13	<b>Morley</b> —Alt. 4,000 ft.	are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lo! "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate nearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, ganzy mist "passes over, and it has vanished." ( <i>Lady Macdonald.</i> )	23.07	600		
	The ranch's of the foot-hills						
	FOURTH DAY						
2318	f4.43	<b>Kananaskis</b> —Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand	f22.41	588		
2326	f5.03	<b>The Gap</b> —Alt. 4,200 ft.	and seemingly an impenetrable bar-	f22.25	580		

East-bound Train		Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE				LEAVE		LEAVE		
24.50		612			<p>rier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the atten-</p>			
	Importance of Calgary			Kananaskis Falls		Kananaskis Falls		
				Entrance to the Rockies			Exit from the mountains thro' Bow River Gap	
f24.20		633						
23.50		619						
f23.43		616						
f23.25		609		The Three Sisters				
23.07		600						
				Geology of the mountains			Peculiarities of mountain scenery	
f22.41		588						
f22.25		580		Grandeur and beauty				

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van v r	Miles from Montreal	West-bound Train
	LEAVE	tion without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	LEAVE			LEA
2331	A. M. 5.25 Observation Car  Canmore	<b>Canmore</b> —Alt. 3,230 feet. Pop. 200. Railway divisional point, near which are large coal mines. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos," which appear again further on in different stages of formation. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	P. M. 22.15	575	2348	A. G.  Ro. M <sup>t</sup> . Pa  C. M
2339	f 5.43	<b>Duthil</b> —Alt. 4,275 ft.	f 21.48	567		
2341	5.50	<b>Anthracite</b> —Alt. 4,350 ft.  "suddenly to four miles, and as mists "float upwards and away, we see "great masses of scarred rock rising "on each side—ranges towering one "above the other. Very striking and "magnificent grows the prospect as "we penetrate into the mountains at "last, each curve of the line bringing "fresh vistas of endless peaks rolling "away before and around us, all "tinted rose, bluish-pink and silver, "as the sun lights their snowy tips. "Every turn becomes a fresh mystery "for some huge mountain seems to "stand right across our way, barring "it for miles, with a stern face "frowning down upon us; and yet a "few minutes later we find the giant "has been encircled and conquered, "and soon lies far away in another "direction." ( <i>Lady Macdonald.</i> ) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the	21.42	565		
	Be'uty of the pass					
	An-thra-cite coal					

f Flag Station

East-bound Train	Miles from Van V'r	Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Van V'r
LEAVE			LEAVE		LEAVE	
P. M. 22.15	575	2348	A. M. 6.07	<p>Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg.</p> <p><b>Banff</b>—Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Pechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Round Peak rises sharply, so near at hand as to cut off all the view in that direction. The village of Banff is one and one-half miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a mus-</p>	P. M. 21.30	560
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
Cascade Mt.			Cascade M'tain		Devil's Lake	
f 21.48 21.42	567 565		Names of mountains seen at Banff station		Names of mountains visible from the station	
Be'uty of scen'ry along the Bow			Banff Hotel		Banff village	
An-thra-cite coal			C.P.R. hotel		C.P. R. hotel	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	Vancouver
	LEAVE	eum of more than local interest has been established by the Government. Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords finesport. Wildsheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE			
	Banff Hot Springs		Banff Hot Springs			
2352	f 6.20	<b>Cascade</b> —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	f 21.11	554	2380	
	Pilot and Castle Mts.		Entering Rocky Mt. Park			
2363	f 6.45	<b>Castle Mountain</b> —Alt. 4,570 ft. <i>Castle Mountain</i> station is at the base of the great peak whose	f 20.49	543		
2370	f 7.02 A.M.	<b>Eldon</b> —Alt. 4,720 ft. name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible here. Next to it is the less lofty, but almost equally im-	f 20.32 P.M.	536		
	Saw-back & Bow ranges		Saw-back range			

2387  
2388

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	<p>posing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.</p> <p><b>Laggan</b>—Alt. 4,930 ft. At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. No more delightful spot is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening.</p> <p><b>Stephen</b>—Alt. 5,206 feet. The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in</p>	LEAVE	
		2380	Ver-mil-lion pass		Pilot and Copper Mts.	
			Mount Lefroy		Mt. Lefroy	
		A. M. 7.25			P. M. 20.10	526
f21.11	554		The first glacier		Des-cent of the Atlantic Slope	
Enter-ing Rocky Mt. Park						
f20.49	543		Lake in the Clouds		Lakes in the Clouds	
f20.32 P.M.	536					
Saw. back range						
		2387	f7.45			f19.50
		2389	7.55		19.40	517

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	Vancouver
	LEAVE	<p>honor of the first President of the Canadian Pacific Railway Co. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base, near which the "Man on Horseback," a curious natural formation, is plainly observable. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p>	LEAVE			
	Summit of the Rockies			Summit of the Rockies		
	Sublime scenery					
	Mt. Stephen and its glaciers		In front of Mt. Stephen			
	Arrive 8.40	<b>Field</b> —Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, seven miles away, and reached by an excellent trail, which crosses a natural bridge, is one of the most pleasing places for tourists to spend a day.	18.55	509		
2397	Breakfast at the Mt. Stephen House		Leave			2424
	Leave 9.10		Supper at the Mt. Stephen House			2431
			18.30			2437
			Arrive			
2404	f 9.37	<b>Ottertail</b> —Alt. 3,700 ft.	f 18.03	502		
2410	f 9.55 A.M.	<b>Leancohil</b> —Alt. 3,570 ft.	f 17.43	496		
		Two miles beyond Field, very lofty, glacier bearing heights are seen at the				
			f Flag Station.			

! Refreshment Station.

2418

2424

2431

2437

East-bound Train	Miles from Vancouver	Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
LEAVE						
Summit of the Rockies				north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leanchoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Van Horne Range	
In front of Mt. Stephen		2418	10.20	<b>Palliser</b> —Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	Beaverfoot and Otter-tail Mts.	488
18.55 Leave	509	2424	10.43	<b>Glenogle</b>	Lower canyon of the Wapta	17.15
Supper at the Mt. Stephen House		2431	11.10	<b>Golden</b> —Alt. 2550 ft. The train suddenly emerges into daylight		482
18.30 Arrive		2437	11.30	<b>Moberly</b> —Alt. 2540 ft. as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just		475
18.03	502					469
17.43	496					
Flag Station.						

Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2448	ARRIVE DAILY 12.00	<p>now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant and this is the point of departure for the famous East Kootenay mining district. About <i>Golden</i>, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i>, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.</p> <p>   <b>Donald</b>—Terminus of Western Division.</p>	MOUNTAIN TIME (Donald to Brandon)	458

**DONALD AND VANCOUVER: 458 Miles**  
Pacific Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2448	ARRIVE DAILY 11.15	<b>Donald</b> —Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.—Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the	ARRIVE DAILY 14.30 13.55	458 447
2459	ARRIVE DAILY 11.50	<b>Beaver Mouth</b> —Alt. 2,500 ft.	Second crossing of the Columbia	

|| Refreshment Station

MOUNTAIN TIME  
(Donald to Brandon)

LEAVE DAILY 15.40

Miles 458

Miles

East-bound Train	Miles from Vanc'v'r
ARRIVE DAILY 14.30	458
13.55	447

Second crossing of the Columbia

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE	river makes its final and mad plunge down to the level of the Columbia.	LEAVE	
2465	f12.10	<b>Six-Mile Creek</b> — Alt. 2,900 ft.	f13.35	441
2474	13.00	<b>Bear Creek</b> — Alt. 3,500 ft.	13.00	432
	Beav'r Valley	into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses <i>Stony Creek</i> —a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway	Beav'r-mouth	
	Big trees	Flag Station.	Descent of the Beav'r Valley	
	Superb view of the Selkirks		Superb views westward	
	The Surprise.		Beaver Valley	
	Herm't Mount		Stony Creek bridge	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			
	The snow-sheds	bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.	The snow-sheds		2481	
	Bear Creek		Descent thro' Bear Creek gorge			
	Mount Macdonald		Exit from Rogers' Pass			
	The Hermit					
2479	13.20	<b>Rogers' Pass</b> —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley	12.40	427	2483	
	Peaks and glaciers in Rogers' Pass		Mts. Macdonald and Hermit			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
The snow-sheds		2181	A National Reserve	at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.		425
Descent thro' Bear Creek gorge			Source of the Illicilliwaet	<b>Selkirk Summit</b> —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined.	The summit of the Selkirks	
Exit from Rogers Pass			The Great Glacier		Over-looking the gorge of the Illicilliwaet	
12.40	427	2483	Arrive 13.40	<b>Glacier House</b> —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain	FIRST DAY	
			Dinner		NOON Leave 12.20	423
			Leave 14.10 P.M.		Dinner	
Mts. Macdonald and Hermit			Sir Donald		Arrive 11.50	
					Sir Donald and other peaks	

! Refreshment Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Names of the peaks	<p>behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.</p> <p>Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed the summit range, near Rogers' Pass is yet visible, with Sir Donald overlooking all.</p>	The great glacier of the Selkirk	2505
	The Great Glacier		Game	2515
	Game		Climbing the Loops	2527
	The Loop			
2490	f14.30	<b>Ross Peak</b> —Alt. 3,600 feet.		f11.25 416
2499	14.55	<b>Illecilliwaet</b> —Alt. 3,593 feet.		10.55 407
	Silver mines	<p>is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About <i>Ross Peak</i> station are many silver mines penetrating the crest of</p>	Game, lumber and silver mines	

f Flag Station.

East-bound Train	Miles from Vanc'y.	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y.
LEAVE			LEAVE	one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.	LEAVE	
The great glacier of the Selkirks		2505	15.20	<b>Albert Canyon</b> —Alt. 2,815 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	10.30	401
			Canyons of the Illicit-iiwaet		Gorge of the Illicit-iiwaet	
			Train stops		Train stops	
Game		2515	15.50	<b>Twin Butte</b> —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river despite the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.	10.00	391
			Base of the Selkirks		Entering the Selkirks	
			Observation Car detached here		Observation Car	
Climbing the Loops		2527	16.40 P.M.	<b>Revelstoke</b> —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A most delightful side-trip can be enjoyed by taking the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, near the foot of the upper lake, where rail communication is made with Sandon, in the very centre of the rich Slocan silver mining regions; and to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia & Kootenay Branch runs to Nelson, where another steamer can be taken for a visit to the numerous gold, silver and copper mines on the Kootenay Lake, or to	9.25 A.M.	379
			The Columbia		Side-trip on the Columbia	
			Dining Car attached			
	11.25	416	Side-trip			
	10.55	407				
Game, lumber and silver mines			Gold range			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	<p>enjoy the magnificent lake and mountain scenery which this locality affords. From Robson the steamer continues on to Trail, the landing place for the new gold fields about Rossland, a mining camp of phenomenal growth, connecting with steamer for Northport on the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the Kootenay mining country, and Kootenay lake and valley are most readily and comfortably reached from here. On the lake portion of this new route is a first-class steamship service.</p> <p>The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the south-west, is Mt. Beg-</p>	LEAVE	
	Kootenay mining regions			
2538	f17.15	<b>Clanwilliam</b> — Alt. 1,996 ft.	f8.45	370
2544	17.39	<b>Griffin Lake</b> — Alt. 1,900 ft.	8.20	302
2555	f18.00	<b>Craigellachie</b> — Alt. 1,450 ft.	f7.45	351
	In the Eagle Pass	<p>by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1895—the rails from the east and the west meeting here.</p>	The ascent of the Eagle Pass	
	The last spike		Lovely Lakes	
			Base of the gold range	
2571	18.53	<b>Sicamous Junc.</b> — Alt 1,300 ft.	7.02	335
2590	19.53	<b>Salmon Arm</b>	6.07	310
2597	f20.15	<b>Tappen Siding</b>	f5.45	309
		<p>within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep</p>		

f Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE			LEAVE	<p>trolling for trout. The London <i>Times</i> has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most remarkable body of water. It lies "among the mountain ridges, and consequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "bench of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river around Okanagan Lake, where there is a large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the new, staunch, and elegantly-appointed steamer "Aberdeen" plies to Kelowna and to Penticton, at the foot of the lake from which the new Boundary Creek mining region is reached. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore, thirty-five miles from Vernon, the Governor-General of Canada has the largest fruit farm in the Dominion, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. The scenery here resembles the winsome Loch Lomond in Scotland, and is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game. Resuming the transcontinental trip, a writer says: "For 50 "miles the line winds in and out the "bending shores, while geese and "ducks fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scottish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the</p>	LEAVE		
			Game and fish		Great Shuswap Lake and its sports		
			The Shuswap lakes		View from Notch Hill		
			Sicamous and Okanagan		Dining Car attached		
\$8.45	370						
8.20	302						
\$7.45	351						
The ascent of the Eagle Pass							
Lovely Lakes							
Base of the gold range							
			Shuswap & Okanagan Ry.	Little Shuswap Lake			
7.02	335						
6.07	316						
\$5.45	302						

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE	"South-western arm, the line strikes through the forest over the top of the intervening ridge [ <i>Notch Hill</i> ]. We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."	LEAVE			LEAVE
2607	P. M. 7:20.45	<b>Notch Hill</b> —Alt. 1,708 ft.	A. M. 7:5.20	200	2670	MIDN. 7:24.1
2622	21.35	<b>Shuswap</b>	4.25	284		
2638	7:22.16	<b>Ducks</b>	7:3.45	268		
	Ranches of the Thompson Valley		Farms and cattle herds		2680	24.4
					2687	1.1
	Old-time settlements		Old-time settlements		2702	2.1
					2700	
					2716	7:3.0
						Crib district
2955	23.15	<b>Kamloops</b> —Alt. 1,500 feet. Pop. 1,500. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourish wherever irrigation is practicable.	3.05	251		
	The North Thompson		Forks of the Thompson		2728	3.4
					2734	7:4.1
	Industries of the region		The "bunch grass" country		2740	7:4.3

/ Flag Station

|| Refreshment Station



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			LEAVE
	The Nicola River	and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i> , a small trading town, now regaining its old-time prosperity, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and	The Nicola River			
	Grotesque forms of rocks		Fantastic canyon scenery			
	Thompson canyon		Ascending the Thompson River		2777	
					2792	
2750	5.12	<b>Lytton</b> —Alt. 675 ft.	21.44	156		
2757	5.40	<b>Cisco</b>	21.18	149		
2768	6.17	<b>Keefers</b>	20.42	140		
	Observation Car attached (May 1 to Oct. 15)					
	The cantilever bridge		Observation Car detached			
			Upper valley and crossing of the Fraser		2803	
					2817	

/ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE			LEAVE	turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Cisco, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearfishing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes	LEAVE		
The Nicola River			The Cariboo road	<b>North Bend</b> —Alt. 425 ft.	Salm'n and gold dust		
Fantastic canyon scenery			Indians and Chinamen.		Supper		
			Breakfast				
		2777	7 30		20.00	129	
Ascending the Thomson River		2792	8 15	<b>Spuzzum</b>	18.45	114	
				place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale. <i>Yale</i> is the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise	Entrance to the Fraser canyon		
			<b>FIFTH DAY</b>				
	21.44	156					
	21.18	149	The great canyon		Cariboo wagon road		
	20.42	140					
Observation Car detached							
Upper valley and crossing of the Fraser		2803	8.47	<b>Yale</b> —Alt. 200 ft.	18.12	103	
		2817	9.17	<b>Hope</b> —Alt. 200 ft.	17.42	89	
			Hope Peak		Hope and Yale		

Refreshment Station

Flag Station

## TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			
	End of the canyon	abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	Approaching the Cascade Mountains		2888	12
2824	f 9.37	<b>Ruby Creek</b>		f 17.22	82	
2835	9.57	<b>Agassiz</b>		17.00	71	
	A. M.	the vicinity. At <i>Agassiz</i> , overlooked by Mt. Che-am, is a Government experimental farm where fruit and grain are grown in great variety. <i>Agassiz</i> is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodations, and the country about is most interesting.	Dining Car		2893	12
	Harrison Springs	Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, fifty miles away—a beautiful isolated cone, rising 14,000 feet above the railway level.			2902	f 12
2844	10.17	<b>Harrison</b>		16.40	62	
2853	f 10.38	<b>Nicomén</b>		f 16.18	53	
	Mount Baker	From <i>Mission Jc.</i> a branch line crosses the Fraser River and runs to the international boundary line where rail connection is made with the Seattle & International Ry. for Seattle, Wash., thence via Northern Pacific Rd. to Tacoma, Portland, all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound,	Harrison Springs			
2863	11.00	<b>Mission Junc.</b>		15.50	43	
2872	f 11.30	<b>Wharneck</b>		15.26	34	
2879	f 11.46	<b>Haney</b>		f 15.11	27	
2881	11.52	<b>Hammond</b>		15.05	25	
	Branch Line.					
	Big Trees					
			Mount Baker			

/ Flag Station

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East-bound Train	Miles from Vanc'v r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v r
LEAVE				and for Portland and San Francisco. (See Condensed Time Table on pages 2 and 3.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.		
Approaching the Cascade Mountains		2888	12.17	<b>New Westminster Junc.</b>	14.45	18
		(2897)	(12.48) ARRIVE	<b>(New Westminster)</b> (pop. 8,000), on the Fraser River, nine miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	(14.10)	(9)
Dining Car			New Westminster		Fraser River	
f17.22	82	2893	12.27	<b>Port Moody</b>	14.30	13
17.00	71	2902	f12.46	<b>Hastings</b>	f14.12	4
Harrison Springs			Along Burrard Inlet	for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , formerly a watering place, the young city of Vancouver soon appears.	FIRST DAY	
16.40	62		Daily			
f16.18	53		ARRIVE			
		2906	13.00	<b>Vancouver</b> —Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesque, natural drainage, harbor facilities and commercial advantages. It has already extensive	14.00 P.M.	0
15.56	43		1.00 P.M.		LEAVE	
15.26	34				Daily	
f15.11	27				Vancouver: its site and commercial advantages	
15 05	25		Five days and 6 hours from Montreal			
Mount Baker						

f Refreshment Station.

f Flag Station



East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
			Scenery and sport	<p>Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily, Sundays included; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian and Fijian Islands, and Australia stop at Victoria for passengers, and about every ten days in summer for Alaska, visiting the wonderful fjords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.</p>		
Commercial advantages			Beautiful surroundings			
			Victoria is 3,250 miles, via C.P.R., from New York or Boston, and 5,700 from Liverpool via Montreal			
Crossing the Gulf of Georgia			Steamship connections			
					A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 1 a.m. Passengers may occupy their staterooms as early as they please	

**Local Steamship Service on the Pacific Coast**

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday, on which day Victoria is reached via New Westminster); to Nanaimo daily, except Friday, on arrival of Pacific Express.

From Victoria, steamers depart daily, Sundays included, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California.

# Lake Route

(SUMMER MONTHS ONLY)

**Montreal and Toronto: 338 Miles**  
Ontario & Quebec Division

**Toronto and Owen Sound: 122 Miles**  
Ontario & Quebec Division

**Owen Sound and Fort William: 555 Miles**  
Lake Steamship

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	DAILY		DAILY	
0	9:00pm	<b>Montreal</b>    From the Wind-	7:40am	2022
2	* 9:05	<b>Westmount</b> sor Street Sta-	* 7:35	2020
5	9:12	<b>Montreal Junction</b> tion the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. <i>Lachine</i> was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	7:28	2017
	EASTERN STANDARD TIME		Change for Quebec	To Boston 335 miles
7		<b>Western Junc.</b>		2015
10		<b>Dorval</b>		2012
13		<b>Valois</b>		2009
15		<b>Beaconsfield</b>	The St. Lawrence bridge	2007
	The St. Lawrence bridge			
20	9:32	<b>Ste. Anne's</b>	7:01	2002
24	9:40	<b>Vaudreuil</b>	6:57	2503
		crossed by a fine steel bridge at <i>Ste.</i>		

7 Additional train leaves Montreal for Toronto at 8.50 a.m. on week days, arriving at Toronto at 7.20 p.m. Buffet Cars are run on all trains between Montreal and Toronto. Refreshment Station. \* Stops only to take on and let off passengers from Toronto and west.

Miles from Montreal	West-bound Train
35	f9
40	
40	
54	
63	
68	
73	
79	
87	1
93	/1
101	
108	1
119	/1
	mi
128	
140	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		LEAVE	
	Ottawa River	<i>Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>St. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> . Here a line branches off along the southern bank of the Ottawa River to <i>Caledonia Springs</i> and <i>Alfred</i> .		
35	f9.50	<b>St. Clet</b>	6.40	2887
40		<b>St. Polycarpe Junc</b>		2882
46		<b>Dalhousie Mills</b>		2876
54		<b>Green Valley</b>		2868
63		<b>Apple Hill</b>		2859
68		<b>Monklands</b>	Farms	2854
73		<b>Avonmore</b>		2849
79		<b>Finch</b>		2843
87	11.15	<b>Chesterville</b>	5.13	2835
93	f11.24	<b>Winchester</b>	f4.57	2829
101		<b>Mountain</b>		2821
108	11.47	<b>Kemptville Junc.</b>	4.37	2814
119	f12.05 MIDN'T	<b>Merrickville</b>	f4.19	2803
		way is crossed, and at <i>Kemptville Junction</i> the <i>St. Lawrence</i> and <i>Ottawa</i> section of the <i>Canadian Pacific Railway</i> , extending northward to <i>Ottawa</i> and southward to <i>Prescott</i> , where connection is made during summer months with the <i>River St. Lawrence</i> steamers, and during summer and winter by ferry with the <i>R. W. &amp; O. Rd.</i> , running to all important points in <i>New York State</i> . At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the <i>Rideau River</i> .		
	A.M.	<b>Smith's Falls</b> —Pop. 4,500. Junction with <i>Ottawa</i> and <i>Brockville</i> section of the <i>Canadian Pacific Railway</i> ; and at <i>CARLETON PLACE</i> , 13 miles northward, with the main line of the <i>Canadian Pacific Railway</i> . The town has a number of important manufacturing, for which, falls in the <i>Rideau River</i> afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	4.05 A.M.	2794
	128	12.30		
		<b>Perth</b> —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.35	2782
	140	12.50		

Refreshment Station

f Flag Station

es  
Miles  
5 Miles

East-bound Train	Miles from Vanc'vr
ARRIVE DAILY	
7.40am	2922
7.35	2920
7.28	2917

Change for Queb'c

The St. Lawrence bridge

f7.01	2902
6.57	2893

on week days,  
s between Mon-  
and let off

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver	
	LEAVE A.M.			LEAVE A.M.		
148		<b>Bathurst</b>	<p>For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston &amp; Pembroke Railway, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i>, a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i>, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway &amp; Nav. Company to Tamworth, Napance and Deseronto (and Kingston on by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and extensively worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.</p>		2774	
155		<b>Maberly</b>				2707
166	1.37	<b>Sharbot Lake Jc.</b>			2.48	2756
175		<b>Mountain Grove</b>				2747
180	2.15	<b>Arden</b>			2.15	2742
191		<b>Kaladar</b>				2731
199		<b>Sheffield</b>				2723
207	2.57	<b>Tweed</b>			1.22	2715
216	3.12	<b>Ivanhoe</b>			1.02	2700
225	3.28	<b>Central Ont. Jc.</b>			12.47	2697
234		<b>Blairton</b>			2688	
238	3.55	<b>Havelock</b>		12.25	2684	
244		<b>Norwood</b>		12.05	2678	
252		<b>Indian River</b>		MIDN'T	2670	
262	4.42	<b>Peterboro'</b> —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.		11.35 P.M.	2660	
271		<b>Cavanville</b>		Fishi'g resorts	2651	
280		<b>Manvers</b>			2642	
283		<b>Pontypool</b>			2639	
292		<b>Burketon</b>			2630	
301	5.51	<b>Myrtle</b>		10.22	2621	
310		<b>Claremont</b>			2612	
318		<b>Locust Hill</b>			2604	
326		<b>Agincourt</b>			2596	

attention is given to cattle breeding.

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Miles from Montreal  
West bound Train  
LEAVE A.M.  
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Miles from Montreal	Express Westbd	STATIONS—DESCRIPTIVE NOTES		Express Eastbd	Miles from Vancouver
	LEAVE			ARRIVE	
338	8.00 A.M.		<b>Toronto</b> —Regular trains leave Toronto for Owen Sound at 8.00 a.m. and 5.30 p.m., and Owen Sound for Toronto at 5.40 a.m. and 3.10 p.m. These trains run daily except Sundays and stop at all stations. During the season of navigation, the Steamship Express leaves Toronto on sailing days at 10.45 a.m., passing through Parkdale (10.55 a.m.), and Toronto Junction (11.03 a.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 10.00 a.m. on boat days, arriving Toronto 2.15 p.m.	8.40 P.M.	2585
	Mondays, Thursdays and Saturdays only.			Tuesdays, Thursdays and Saturdays only.	
384	10.07		<b>Melville Junction.</b>		2530
387	10.15		<b>Orangeville</b> —Pop. 4,000. A farming centre, as shown by the elevators at the station.	6.25	2530
	10.30			6.10	
391	10.40		<b>Orangeville Junction</b> —Branch line to TEESWATER.	6.01	2532
394			<b>Laurel</b>	5.52	2523
398	10.55		<b>Crombles</b>	5.15	2525
403	11.05		<b>Shelburne</b>	5.36	2520
406	11.11		<b>Melancthon</b>	5.20	2517
410	11.19		<b>Corbetton</b>	5.21	2513
			Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.		
414	11.26		<b>Dundalk</b> —The road is here 1,300 feet above Lake Ontario.	5.14	2509
424	11.48		<b>Flesherton</b> —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.	4.53	2499
	NOON				
431	12.01		<b>Markdale</b>	4.40	2492
436	12.12		<b>Berkeley</b>	4.29	2487
440	12.20		<b>Holland Centre</b>	4.20	2483
447	12.34		<b>Chatsworth</b>	4.05	2476
452	12.45		<b>Rockford</b>	3.55	2471
			exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		
	P.M.			P.M.	
460	Ar 1.00		<b>Owen Sound</b> —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound about 1.00 p.m. on Mondays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone	Ar 6.00	2463
	Lv 1.00			A.M.	
	P.M.				
	Port of embarkation for the Upper Lakes			Trains leave Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.	

Miles from Montreal	West-bound Train
	LEAVE
735	A.M. Ar 9.00 Lv 10.00
	Arrive Wednesdays, Saturdays and Mondays.
	EAST. TIME
1010	7.00
1015	8.00
	A.M.
	ARRIVE

For Route is at Fort Will Steamship about 1st Nov change without While wat only at Fort W be supplied, if Arthur. The Ontar between Onta

! Refreshment Stations.

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Express Eastbound	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		LEAVE	
8.40 P. M.	2585			and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.		
Tuesdays, Thursdays and Saturdays only.		735	A. M. Ar 9.00 Lv 10.00	<b>Sault Ste. Marie</b> —Tuesdays, Fridays and Sundays going West, and Mondays, Wednesdays and Fridays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc.	NOON 11.20 a.m. 11.00 A. M.	2188
6.25 a.m.	2539		Arrive Wednesdays, Saturdays and Mondays.		The C.P. steamer leaves Fort William Thursdays, Sundays and Tuesdays.	
6.10 a.m.	2536					
6.01 a.m.	2532					
5.52 a.m.	2529					
5.45 a.m.	2525					
5.30 a.m.	2520					
5.20 a.m.	2517					
5.21 a.m.	2513					
5.14 a.m.	2509					
4.53 a.m.	2499					
			EAST. TIME		EAST. TIME	
		1010	7.00	<b>Port Arthur</b> —See page 23.	8.30	1913
		1015	8.00	<b>Fort William</b> —Arrives Wednesdays, Saturdays and Mondays going West. Leaves Thursdays, Sundays and Tuesdays going East.	8.00 A. M.	1908
			ARRIVE		LEAVE	
4.40 a.m.	2492					
4.29 a.m.	2487					
4.20 a.m.	2483					
4.05 a.m.	2476					
3.55 a.m.	2471					

For Route west of Fort William see Transcontinental Rail Route, page 23. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 1st November, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports.

P. M. Lv 3.40 Ar 6.00 A. M. Trains leave Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.

ation.

# Ontario Route

Toronto and North Bay : 228 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES	Express South-bound	Miles from Vanc'v	ARRIVE
	LEAVE		ARRIVE	228	9.40 P.M.
0	12.30pm	<b>Toronto</b> —Union Station. See page 61.	4.30 P.M.	2770	
30		<b>Aurora</b>		2740	
35		<b>Newmarket</b>		2735	
38		<b>Holland Landing</b>		2732	
63	2.40	<b>Allandale</b>	2.35 P.M.	2707	Refreshment Station
	Week days only.	<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.10 a.m. and 4.35 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>			
87	3.20	<b>Orillia</b>	1.32	2684	
112	4.35	<b>Gravenhurst</b>	12.30 P.M.	2658	
		<i>This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, muskonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i>			
122	4.55	<b>Bracebridge</b>	NOON 11.55	2618	
146	5.55 P.M.	<b>Huntsville</b>	11.05 A.M.	2624	
	Hotels and summer sport			Among the Muskoka lakes	

|| Refreshment Station.

Miles from Toronto	Express North-bound
171	7.03
183	7.30
189	7.52
220	9.20

Week days only.

ARRIVE

228 9.40 P.M.

|| Refreshment Station

Among the Muskoka lakes

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vanc'v
171	LEAVE 7.03	<b>Burk's Falls</b>	the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at <i>Nipissing Junction</i> , about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.	LEAVE 10.05	2599
183	7.30	<b>Sundridge</b>		9.40	2587
189	7.52	<b>South River</b>		9.25	2581
220	9.20	<b>Callander</b>		8.00	2550
	Week days only.			Week days only.	
	ARRIVE 2.28	<b>North Bay</b>	See p. 20. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.	A.M. LEAVE 7.40	2542

|| Refreshment Station.

s, G. T. Ry.

Express South-bound	Miles from Vanc'v
ARRIVE	2.28
4.30 P.M.	2770
	2740
	2735
	2732
2.35 P.M.	2707
1.32	2684
12.30 P.M.	2658
NOON	
11.55	2648
11.05	2624
A.M.	
Among the Muskoka lakes	

*Callander*

*North Bay*

*Rosseau*

*Sundridge*

*Burk's Falls*

# Sleeping and Parlor Car Service

FROM	TO	SLEEPING CAR		PARLOR CAR	
		Depart	Berth Rate	Depart	Seat Rate
○ Bangor	St. John	† 5.30 am	\$ 2.00	.....	\$ 1.00
○ Bangor	Boston	† 11 25 pm	2.00	.....	1.00
○ Boston	St. John (\$ 7.00 p.m.)	† 7.45 "	3.00	.....	2.00
○ Boston	Bangor (\$ 7.00 p.m.)	† 7.45 "	2.00	.....	1.00
○ Boston	Montreal	* 8.00 pm	2.00	† 9.00 am	1.50
Boston	Chicago	.....	5.50	.....	.....
Boston	St. Paul	† 9.00 am	7.00	.....	.....
Chicago (Polk S. Depot)	Toronto ("3 00 p.m.)	† 11 25 pm	3.00	.....	.....
Chicago	Montreal (11.25 pm)	† 8.00 pm	5.00	.....	.....
Chicago	Boston and Portland	.....	5.50	.....	.....
Detroit	Toronto	.....	2.00	.....	.....
Detroit	Fort Street	.....	3.50	.....	.....
Detroit	Union St'n	.....	4.50	.....	.....
Detroit	Boston	.....	4.50	.....	.....
Detroit	Montreal, via St. John	† 7.00 am	4.00	.....	.....
○ Montreal	New York	* 4.45 pm	2.00	† 8.20 am	2.00
○ Montreal	Boston	* 8.20 "	2.00	† 9.00 "	1.50
○ Montreal	Portland	.....	3.10	.....	1.50
○ Montreal	St. John	† 7.45 "	2.50	.....	.....
○ Montreal	Halifax, via St. John	† 7.45 pm	4.00	.....	.....
○ Montreal	Vancouver	† 9.50 am	20.00	.....	.....
○ Montreal	Toronto	* 9.00 pm	2.00	† 8.50 am	1.00
○ Montreal	Detroit	.....	3.50	.....	.....
○ Montreal	Chicago	† 9.00 "	5.00	.....	.....
○ Montreal	St. Paul	* 9.10 "	6.00	.....	.....
○ Montreal	Duluth	.....	6.00	.....	.....
○ Montreal	Ottawa	* 9.10 "	1.50	† 4.30 pm	50
○ Montreal	Quebec	† 11.00 "	1.50	† 9.00 am	75
○ Montreal	.....	.....	2.00	† 8.30 am	2.00
○ New York	Montreal	* 6.00 "	2.00	† 7.40 am	1.00
○ North Bay	Toronto	† 8.50 "	2.00	.....	.....
○ Ottawa	Toronto	* 10.35 pm	2.00	.....	.....
○ Ottawa	Montreal	* 4.25 am	1.50	† 8.30 am	50
○ Owen Sound	Toronto	.....	2.00	.....	50
○ Portland	Montreal	.....	2.00	.....	.....
○ Quebec	.....	† 11.00 pm	1.50	† 1.40 pm	75
○ Quebec	.....	(\$1.25 p.m.)	2.50	.....	.....
Sault Ste. Marie	Duluth	* 4.50 pm	2.50	.....	.....
Sault Ste. Marie	St. Paul	* 9.00 am	13.50	.....	.....
Seattle	Montreal	† 4.10 pm	2.50	.....	.....
St. John	Boston	† 4.10 "	3.00	.....	2.00
○ St. John	Winnipeg	* 7.45 pm	3.00	.....	.....
○ St. Paul	Seattle	* 9.20 am	13.50	.....	.....
○ St. Paul	Montreal	* 7.20 pm	6.00	.....	.....
○ St. Paul	Boston, via Montreal	* 7.20 "	7.00	.....	.....
○ Toronto	Montreal	* 9.00 "	2.00	† 8.45 am	1.00
○ Toronto	Ottawa	* 9.00 "	2.00	.....	.....
○ Toronto	Chicago	* 4.00 "	3.00	.....	.....
○ Toronto	North Bay	† 5.15 "	2.00	† 12.30 pm	1.00
○ Toronto	Vancouver, via North Bay	† 12.20 "	18.50	.....	.....
○ Toronto	Owen Sound	.....	50	.....	.....
○ Vancouver	Montreal	* 2.00 "	20.00	.....	.....
○ Vancouver	Winnipeg	* 2.00 "	12.00	.....	.....
○ Vancouver	Vancouver	* 5.10 "	12.00	.....	.....
○ Winnipeg	Vancouver	* 2.20 pm	3.00	.....	.....
○ Winnipeg	St. Paul	.....	.....	.....	.....

\* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. ¶ Daily, except Sat. and Sun. & Daily. Vancouver to Winnipeg, daily, except Friday. Winnipeg to Montreal, 7 sleeping cars run from about 1st June to about 30th October; Parlor Cars from about 20th June to about 2nd October. † From about June 22nd to about Sept. 15th only. ○ Sleeping Car lines operated partly by C. P. Ry. and partly Sleeping Car Companies.

### Proportionate Rates between other Stations.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults, when travelling together and boarding car at same station, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers; other ticket agents will secure accommodation on application to them:

- Boston - W. BENSON, 197 Washington St.
- Halifax - C. S. PHILIPS, 126 Hollis St.
- Montreal - W. F. EGG, 129 St. James St.
- Ottawa - J. E. PARKER, 42 Sparks St.
- Portland, Me. - G. B. THOMPSON, Maine Central R.R. Station.
- Quebec - GEO. DUNCAN, Deposit-Post Office.

- Sault Ste. Marie, Mich. - R. B. FINCH, Union Station.
- St. John, N.B. - W. H. C. MACRAE, Church's Corner.
- Toronto - C. E. M'PHERSON, A. G. P. A., 1 King St. East.
- Vancouver - JAMES SLATER, Station Ticket Agent.
- Winnipeg - W. M. McLEOD, 471 Main St.

Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXP. (Westbound)—North Bay, Fort William, Winnipeg, Regina, Calgary, (from 1st Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier.

ATLANTIC EXP. (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Regina, Brandon, Winnipeg, Ft. William, North Bay.

ST. PAUL EXP.—Montreal, S. Ste. Marie, Mich., Boston Exp.—Montreal, S. Ste. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over—Holders of through Sleeping Car Tickets, reading through both Winnipeg and Missoula June, in either direction, will be furnished on application to Sleeping Car Porter, with check for stop over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend as desired.

J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL

## To Japan

The Canada gives the short forms an important Empire Line China, and visit countries, and the world. Ho China, and Ho Vancouver is a port. The pa the uncertain courteous offer. The stea Japan," built mails, are stan burthen, are screw steamsi sion engines, a

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Name of Steamship	MLOWERA	AORANGI	WARRIMO	MLOWERA
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Name of Steamship	MLOWERA	AORANGI	WARRIMO	MLOWERA
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Service

# To Japan and China—C. P. R. Royal Mail Steamship Line.

The Canadian Pacific Railway Co's fast steamship service on the Pacific Ocean gives the shortest, safest and best route between Canada and the Orient, and also forms an important link in the popular "Around the World" trip. By the White Empress Line of the Canadian Pacific, tourists can easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries, and they can, if they wish, continue the journey to Australia or around the world. The route from Vancouver, B. C., to Yokohama, Japan, Shanghai, China, and Hong Kong, is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port. The passage is generally a very pleasant one, the course taken avoiding the uncertain weather of more southerly latitudes, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China" and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch, speedy and spacious. They are uniformly built of 6,000 tons burthen, are 435 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word modern marine architecture has in these palaces excelled itself.

### INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai (Woosung)	Hong Kong
	Dep. (1.05 pm)	Arr.	Arr.	Arr.	Arr.	Arr.
	1897	1897	1897	1897	1897	1897
EMPERESS OF JAPAN .....	Apr. 19	May 3	May 5	May 7	May 8	May 11
EMPERESS OF CHINA .....	May 10	May 21	May 26	May 28	May 29	June 1
EMPERESS OF INDIA .....	May 31	June 11	June 16	June 18	June 19	June 22
EMPERESS OF JAPAN .....	June 21	July 5	July 7	July 9	July 10	July 13
EMPERESS OF CHINA .....	July 12	July 26	July 28	July 30	July 31	Aug. 3
EMPERESS OF INDIA .....	Aug. 2	Aug. 16	Aug. 18	Aug. 20	Aug. 21	Aug. 21

### AND EVERY THREE WEEKS THEREAFTER.

NAME OF STEAMSHIP	Hong Kong	Shanghai (Woosung)	Nagasaki	Kobe	Yokohama	Vancouver
	Dep.	Arr.	Arr.	Arr.	Dep.	Arr.
	1897	1897	1897	1897	1897	1897
EMPERESS OF INDIA .....	Apr. 28	Apr. 30	May 3	May 4	May 7	May 19
EMPERESS OF JAPAN .....	May 19	May 21	May 24	May 25	May 28	June 9
EMPERESS OF CHINA .....	June 9	June 11	June 14	June 15	June 18	June 30
EMPERESS OF INDIA .....	June 30	July 2	July 5	July 6	July 9	July 21
EMPERESS OF JAPAN .....	July 21	July 23	July 26	July 27	July 30	Aug. 11
EMPERESS OF CHINA .....	Aug. 11	Aug. 13	Aug. 16	Aug. 17	Aug. 20	Sep. 1

### AND EVERY THREE WEEKS THEREAFTER.

The usual stay at intermediate ports is:—Yokohama, 24 hours; Kobe, 12 hours; Nagasaki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from Company's Agents at those ports the exact hours of departure. Steamers leave Vancouver on arrival of Express from the east, and call at Victoria to land and embark passengers.

## Canadian-Australian S.S. Line

This line was established in 1893, and has become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Aorangi, Warrimoo and Mowera are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

### INTENDED SAILINGS—WESTBOUND

Name of Steamship	Vancouver	Honolulu, H.I.	Suva, Fiji		Sydney
	Daybreak	Arr.	Dep.	Arr.	Arr.
	1897	1897		1897	1897
MOWERA .....	May 8	May 16		May 26	June 1
AORANGI .....	June 8	June 16		June 26	July 2
WARRIMOO .....	July 8	July 16		July 26	Aug. 1
MOWERA .....	Aug. 8	Aug. 16		Aug. 26	Sept. 1

And monthly thereafter. Sailings shown are approximate only.

### INTENDED SAILINGS—EASTBOUND

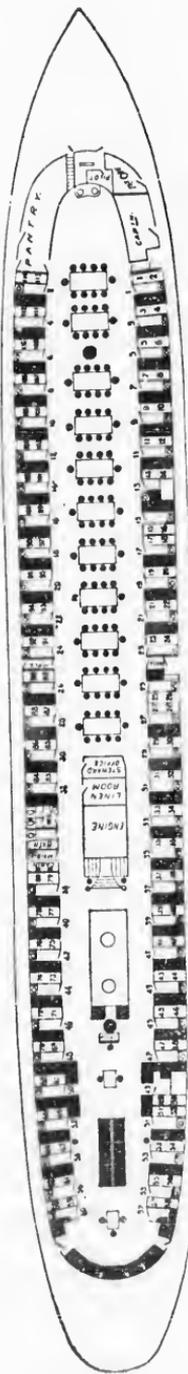
Name of Steamship	Sydney	Suva, Fiji		Honolulu, H.I.		Vancouver
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
	1897	1897		1897		1897
MOWERA .....	Apr. 10	Apr. 16		Apr. 24		May 3
AORANGI .....	May 10	May 16		May 24		June 1
WARRIMOO .....	June 10	June 16		June 24		July 1
MOWERA .....	July 10	July 16		July 24		July 31

And monthly thereafter. Sailings shown are approximate only.

Passengers can ascertain from Commanders of ships the time allowed in port at Honolulu and Suva. From points west of Chicago, St. Paul and Fort William, berths on Steamers of above lines can be secured from Dis. Pass. Agt., Vancouver, and east of those points from the Pass Traffic Mgr., Montreal, through any C. P. R. Agent. As Australian Steamships leave Vancouver at daybreak on date of sailing, overland passengers should arrive at Vancouver not later than the day prior thereto. Steamers call at Victoria to land and embark passengers.

# CANADIAN PACIFIC UPPER LAKE STEAMSHIPS (SUMMER ONLY) ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

*y.* Approximate Time, subject to change without notice.

For further particulars see pages 60 and 61 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2600 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Through Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only







# CANADIAN PACIFIC RY. TELEGRAPHS

The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance of the line of Railway in the Dominion of Canada.

The **POSTAL TELEGRAPH CO.** of New York and San Francisco enables the **C. P. R.** to reach all the important points in the United States.

The **COMMERCIAL CABLE CO.** (Mackay-Bennett System) gives the C. P. R. the most direct connection with Europe.

See that all cablegrams are marked Via Commercial, as this Cable Company connects with the Canadian Pacific Railway's system of telegraph on the American side and with all telegraph systems in Europe.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

Head Office: **MONTREAL.**

**CHAS. R. HOSMER,** Manager Telegraphs

## DOMINION EXPRESS COMPANY

OPERATING ON ALL LINES OF THE

## CANADIAN PACIFIC RAILWAY

ALSO ON THE LINES OF THE

Intercolonial Railway  
Manitoba & Northwestern Railway  
Kingston & Pembroke Railway  
Erie & Huron Railway  
Bay of Quinte Railway & Navigation Co.  
Brockville, Westport & Sault Ste. Marie Railway  
Joggins Railway  
Elgin, Picton & Havelock Railway  
Prince Edward Island Railway  
Bellingham Bay & British Columbia Railway  
The Allan Line Royal Mail Steamers and the Dominion Line Mail Steamers (weekly to and from Europe)  
Canadian Pacific Royal Mail Steamship Line (to and from all Treaty Ports in China and Japan) and Canadian-Australian Line of Royal Mail Steamships to Australia, via Honolulu, H. I., and Suva, Fiji.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C. O. D.), notes, coupons, and other paper  
Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates.**

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise.

Sell money orders payable in Canada, the United States and Europe.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Parcels for all parts of Canada and the United States, per Dominion Express Co. of Canada, shipped from any part in Great Britain, sent to care of Archer Baker, European Agent, at addresses shown on inside page back cover, will be forwarded promptly by mail steamers of the Allan and Dominion Lines at lowest rates.

S. T. STEWART, Superintendent	- - -	Montreal
J. A. BOSWELL, "	- - -	Toronto
G. FORD, "	- - -	Winnipeg
W. S. STOUT, General Manager	- - -	Toronto

### ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the Canadian Pacific Railway along its lines, apply to the **Acton Burrows Company**, Head Office, 33 Melinda St., Toronto. Branch Offices: 197 Lombard Street, Winnipeg, and 23 Cordova St., Vancouver, Canada.

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# CANADIAN PACIFIC RAILWAY

## RAILWAY LANDS

ON NEW AND EASY TERMS OF PAYMENT

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches in Manitoba, Assinibioia, Saskatchewan and Alberta. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at from \$3.00 to \$5.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and interest, which for 160 acres at \$3.00 per acre on nine years time would amount to \$615.20. The first instalment would be \$61.52, the balance payable in nine equal instalments of \$61.52 each, the first of such deferred instalments falling due in one year from date of purchase except in the case of an actual settler requiring the land for his own use, in which case the first deferred instalment would fall due in two years and the remaining payments annually thereafter. For other quantities and at other prices the payments would be proportionate. If land is paid for in full at time of purchase, a discount of ten per cent. is allowed on the amount paid in excess of the usual cash instalment.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept. Purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

### FREE GRANT LANDS

All surveyed even numbered sections, excepting 8 and 29, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

### MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe, so that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

### ASSINIBOIA

The central district of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the District is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

### ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. In Southern Alberta the snow in winter rarely lies longer than four or five days, when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an abundance of water for grazing and all other purposes.

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches fit for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches in first-class condition.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter Making, and before long it will be as noted for such industries as for its ranches.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company in the Railway Depot, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to Archer Baker, European Agent, at addresses on inside page back cover, or to

**L. A. HAMILTON,**

**C. P. R. Land Commissioner, WINNIPEG, MAN.**

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of the Canadian

Company, Head

Lombard Street,

# CALENDAR

1897

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### TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

- STANDARD TIME is in use on all parts of the line as follows:
- EASTERN TIME.—On C. P. Ry. East of Fort William and Detroit.
  - CENTRAL TIME.—Fort William to Brandon, including Manitoba branches.
  - MOUNTAIN TIME.—Brandon to Donald and branches.
  - PACIFIC TIME.—Donald to Vancouver and branches.

Thus, when it is 12 noon at Montreal, - Eastern Time.  
 it is 11 o'clock at Winnipeg, Central "  
 " 10 " Regina, Mountain "  
 " 9 " Vancouver, Pacific "

- Adelaide,
- Auckland
- Baltimore
- Bombay,
- Boston, ..
- Brisbane.
- Brookville
- Buffalo, .
- Calcutta,
- Chemung
- Chicago,
- Colombo,
- Detroit, .
- Duluth..
- Glasgow
- Halifax,
- Hamilton
- Hong Kong
- Honolulu
- Kobe, ...
- Liverpool
- London,
- London,
- Malta ..
- Melbourne
- Minneapolis
- Montreal
- New York
- New York
- Niagara
- Ottawa,
- Paris...
- Philadelphia
- Pittsburgh
- Portland
- Portland
- Pt. Town
- Quebec
- Sault Ste. Marie
- Sherbrooke
- St. John
- St. Paul
- San Francisco
- Seattle
- Shanghai
- Sydney
- Tacoma
- Toronto
- Vancouver
- Victoria
- Winnipeg
- Yokohama

# AGENCIES

- Adelaide, ..... Aus. D. & J. Fowler.
- Auckland, ..... N.Z. { L. D. Nathan & Co.  
Thos. Cook & Son.
- Baltimore, ..... Md. H. McMurtrie, Frt. & Pass. Agt., 203 East German St.
- Bombay, ..... India. Thomas Cook & Son, 13 Rampart Row.
- Boston, ..... Mass. { H. J. Colvin, District Pass. Agt., 197 Washington St.  
W. Benson, City Pass. Agent., 197 Washington St.
- Brisbane, ..... Qd. Burns, Philp & Co., Ltd.
- Brookville, ..... Ont. { G. E. McGlade, Ticket Agt., Cor. King St. and Court  
House Ave.
- Buffalo, ..... N.Y. J. B. Roberts, Ticket Agent, 21 Exchange St.
- Calcutta, ..... India. { Sydney Haywood, 30 Dalhousie Square.  
Thomas Cook & Son, 11 Old Court House Street.
- Chemnipo, ..... Korea. Holme, Ringer & Co.
- Chicago, ..... Ill. { J. Francis Lee, General Agent, Passenger Dept., 232  
South Clark St.  
W. R. Macfones, General Agent, Freight Dept., 234  
La Salle Street.
- Colombo, ..... Ceylon. Thos. Cook & Son (E. B. Creasey)
- Detroit, ..... Mich. { C. Sheohy, Dist. Pass. Agent, 11 Fort St. West.  
W. A. Kittmaster, District Freight Agent, 11  
Fort St. W.
- Duluth, ..... Minn. T. H. Larke, 436 Spalding House Block.
- Glasgow, ..... Sootland. A. Baker, European Traffic Agt., 67 St. Vincent St.
- Halifax, ..... N.S. C. S. Philips, Ticket Agent, 126 Hollis St.
- Hamilton, ..... Ont. W. J. Grant, cor. King and James Sts.
- Hong Kong, ..... D. E. Brown, General Agent, China, Japan, etc.
- Honolulu, ..... H. I. T. H. Davies & Co.
- Kobe, ..... Japan. Frazar & Co.
- Liverpool, ..... Eng. A. Baker, European Traffic Agent, 7 James St.
- London, ..... Eng. { " " " 67, 68 King William St., E.C.  
" and 30 Cookspur St., S.W.
- London, ..... Ont. T. R. Parker, Ticket Agent, 161 Dundas St.
- Malca, ..... Turnbull, Jr., & Somerville, Correspondents.
- Melbourne, ..... Aus. { Huddart, Parker & Co., Ltd.  
Thos. Cook & Son.
- Minneapolis, ..... Minn. W. B. Chandler, Ticket Agent, Soo Line, 127 Third  
Street S., Guaranty Building.
- Montreal, ..... Que. W. F. Egg, City Pass. Agt., 129 St. James St.
- New Whatoom, ..... Wash. F. A. Valentine, Passenger Agent, 1293 Dock St.
- New York, ..... N.Y. { E. V. Skinner, Gen. Eastern Agt., 353 Broadway.  
Land and Emigration Office, 1 Broadway  
Everett Frazar, China & Japan Frt. Agt., 63-65 Wall St.
- Niagara Falls, ..... N.Y. { D. Isaacs, Prospect House.  
I. J. F. King.
- Ottawa, ..... Ont. J. E. Parker, City Pass. Agt., 42 Sparks St.
- Paris, ..... France. { Hernu, Peron & Co. } 41 Boulevard Haussmann and  
Ticket Agents, } 95 Rue des Marais, St. Martin.  
International Sleeping Car Co., 3 Place de l'Opera.
- Philadelphia, ..... Pa. H. McMurtrie, Frt. and Pass. Agt., corner 3rd and  
Chestnut Sts.
- Pittsburg, ..... Pa. { F. W. Salsbury, Frt. and Pass. Agent, Room 505,  
Ferguson Building.
- Portland, ..... Me. G. H. Thompson, Ticket Agent, Maine Central Rd.  
Union Depot.
- Portland, ..... Ore. E. J. Coyle, Passenger Agent, 146 Third St.
- Pt. Townsend, ..... Wash. J. R. Mason, 106 Taylor St.
- Quebec, ..... Que. Geo. Duncan, City Pass. Agt., Opp. Post Office.
- Sault Ste. Marie, ..... Mich. T. R. Harvey, Steamship Wharf.
- Sherbrooke, ..... Que. E. H. Crean, Ticket Agent, 6 Commercial St.
- St. John, ..... N.B. { A. H. Notman, District Passenger Agent.  
W. H. C. Mackay, City Tkt. Agent, Chubb's Corner.
- St. Paul, ..... Minn. H. E. Huntington, Ticket Agent, Soo Line, 398 Robert  
Street, Hotel Ryan.
- San Francisco, ..... Cal. { M. M. Stern, Dist. Frt. & Pass. Agt., Chronicle B'iding  
Goodall, Perkins & Co., Agts. P.C.S.S. Co., 10 Market St
- Seattle, ..... Wash. E. W. MacGinnis, Yesler Building, 609 Front St.
- Shanghai, ..... China. Jardine, Matheson & Co.
- Sydney, ..... Aus. Huddart, Parker & Co., Ltd., 63 Pitt St.
- Tacoma, ..... Wash. W. R. Thompson, Frt. & Pass. Agt., 1023 Pacific Ave.
- Toronto, ..... Ont. { C. E. McPherson, Asst. Gen. } 1 King Street East  
Passenger Agent.
- Vancouver, ..... B.C. { G. McL. Brown, District Passenger Agent.  
Allan Cameron, District Freight Agent.  
James Sclator, Ticket Agent.
- Victoria, ..... B.C. G. L. Courtney, Frt. & Pass. Agt., Government St
- Winnipeg, ..... Man. W. M. McLeod, City Ticket Agt., 471 Main St.
- Yokohama, ..... Japan. Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bund

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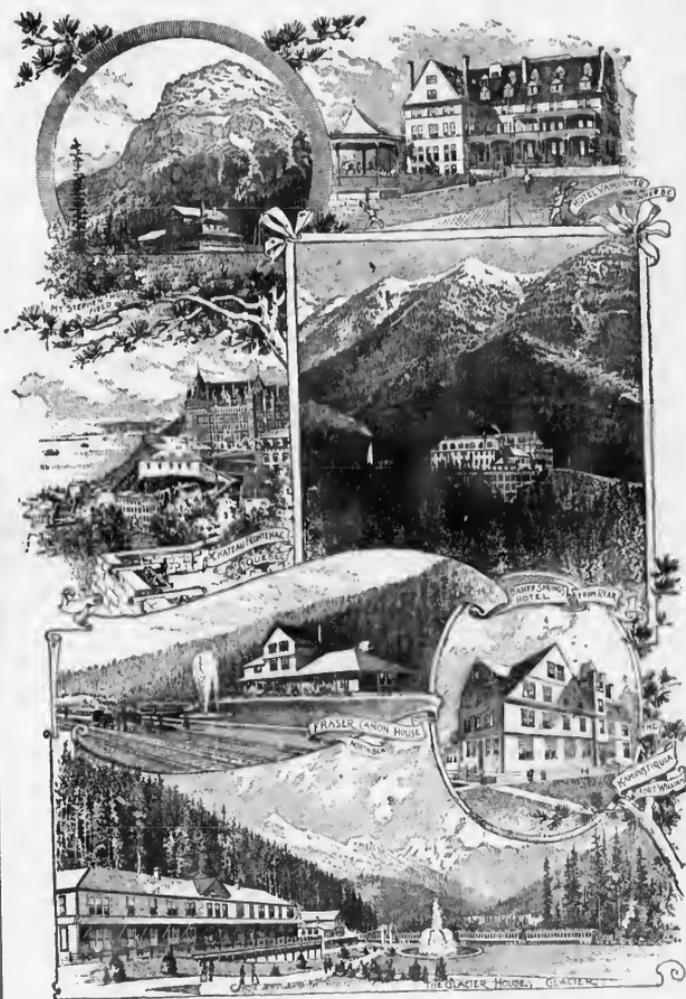
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Manitoba

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# Canadian Pacific Railway Hotels



**MT. STEPHEN HOUSE,** Field.  
**HOTEL VANCOUVER,** Vancouver.  
**CHATEAU FRONTENAC,** Quebec.  
**BANFF SPRINGS HOTEL** (From Rear).  
**FRASER CANON HOUSE,** North Bend.  
**THE KAMINISTIQUIA,** Fort William.  
**THE GLACIER HOUSE,** Glacier.

